
MERCUISER HORN WARNING SYSTEMS

Index

Engine Model	Years	Starting SN	Ending SN	Fuel System	Controller	Page
All DTS						
Sterndrive & Inboard	2006–current	Any	Current	MPI	PCM 555	10
1.6 L						
100 Vazer	2007–current	1Axxxxxx	Current	MPI	ECM 555	9
3.0 L						
3.0L	1989–1994	0C856599	0F353099	Carbureted	Digital/EST	2
3.0L	1995–current	0F353100	Current	Carbureted/TKS	EST	3
3.0LX	1990–1994	0C868143	0F353099	Carbureted	Digital/EST	2
4.3 L						
4.3L	1989–1994	0C762300	0F356269	Carbureted	Thunderbolt	3
4.3L	1995–current	0F356270	Current	Carbureted/TKS	Thunderbolt	3
262 MAG	1996–1997	0F803800	End of production	TBI	MEFI 1 & 2	4
4.3L EFI	1998–1999	0L012009	0L618998	TBI	MEFI 1 & 2	4
4.3 EFI	1999–2001	0L618999	0M322780	EFI	MEFI 3	4–5
4.3 MPI	2001–current	0M300000	Current	MPI	ECM 555	6
5.0 L						
5.0L	1989–1994	0C762858	0F353904	Carbureted	Thunderbolt	3
5.0L	1995–current	0F353000	Current	Carbureted/TKS	Thunderbolt	3
5.0L EFI	1998–1999	0L012052	0L339999	TBI	MEFI 1 & 2	4
5.0 EFI	1999–2001	0L331631	0M299999	EFI	MEFI 3	4–5
5.0 MPI	2001–current	0M300000	Current	MPI	ECM 555	6
5.7 L						
5.7L	1989–1994	0C762570	0F353292	Carbureted	Thunderbolt	3
5.7L MIE	1989–1994	0C396695	0F349299	Carbureted	Thunderbolt	3
5.7L	1995–current	0F353293	Current	Carbureted	Thunderbolt	3
5.7L EFI	1995–1999	0F355308	End of production	TBI	MEFI 1 & 2	4
5.7 EFI	1999–2001	0L340000	0M299999	EFI	MEFI 3	4–5
350 MAG	1989–1994	0C762641	0F353690	Carbureted	Thunderbolt	3
350 MAG	1995–1997	0F353691	0K012110	Carbureted	Thunderbolt	3
350 MAG EFI	1996–1997	0F800500	0K001509	TBI	MEFI 1 & 2	4
350 MAG MPI	1995–1998	0F415189	0L339999	MPI	MEFI 1 & 2	4
350 MAG MPI	1999–2001	0L340000	0M299999	MPI	MEFI 3	4–5
350 MAG MPI MCM	2001–current	0M300000	Current	MPI	ECM 555	6
350 MAG MPI MIE	2001–current	0M310000	Current	MPI	ECM 555	7
Black Scorpion 350 MAG	2002–current	0M391600	Current	MPI	ECM 555	9
6.2 L						
6.2 MPI	2000–2001	0L680003	0M299999	MPI	MEFI 3	4–5
6.2 MPI	2001–current	0M300000	Current	MPI	ECM 555	6

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6.2 MPI Inboard & Tow Sport	2001–current	0M310000	Current	MPI	ECM 555	7
MX6.2 Black Scorpion	2002–current	0M391750	Current	MPI	ECM 555	9
7.4 L						
7.4L	1989–1994	0C409008	0F352000	Carbureted	Thunderbolt	3
454 MAG	1989–1994	0C407647	0F305152	Carbureted	Thunderbolt	3
7.4L MIE	1989–1994	0C410282	0F350000	Carbureted	Thunderbolt	4
7.4L TBI	1996–1997	0F820000	0K999999	TBI	MEFI 1 & 2	4
7.4L MPI	1996–1999	0F602010	0L086000	MPI	MEFI 1 & 2	4
454 EFI	1994–1996	0F115700	0F802349	EFI	MEFI 1 & 2	4
454 MPI	1996–1998	0F355300	0L605300	MPI	MEFI 1 & 2	4
7.4 MPI	1998–2000	0L086001	End of production	MPI	MEFI 3	4–5
454 MPI	1998–2001	0L086050	0L647400	MPI	MEFI 3	4–5
8.1 L						
496 MAG	2001–current	0M000000	Current	MPI	PCM 555	6
496 MAG HO	2001–current	0M000000	Current	MPI	PCM 555	6
8.1S Horizon	2001–current	0M000000	Current	MPI	PCM 555	8
8.1S HO	2001–current	0M000000	Current	MPI	PCM 555	8
8.2 L						
502 MAG	1990–1993	0C878221	End of production	Carbureted	Thunderbolt	3
502 MAG EFI	1993–1994	0D840650	0F355316	EFI	MEFI 1 & 2	3
502 EFI	1993–1995	0D840650	0F802599	EFI	MEFI 1 & 2	4
502 MPI	1996–1998	0F802600	0L085432	MPI	MEFI 1 & 2	4
502 MPI	1999–2001	0L085433	0M024999	MPI	MEFI 3	4–5
8.2L MIE	1990–1994	0C878221	0D857199	Carbureted	Thunderbolt	4
8.2L MPI	1996–1998	0F819620	0L086012	MPI	MEFI 1 & 2	4
8.1 MIE	1999–2001	0L085433	0M024999	MPI	MEFI 3	4–5

1989–1994 3.0L and 3.0LX

Models	1989–1994	3.0L with alarm option	
		3.0LX (LX model standard with alarm)	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Key on, engine not running. Horn will not sound for 7–14 seconds. Okay to start engine without audio alarm.	Normal test beep (built-in delay in audio warning)	No Action Required	No action required
Solid Horn	Engine oil	If possible, stop engine and key off to check fluids and possible cause for engine overheat	Proceed with caution if no issues found. See dealer if problem persists
	Engine temperature		
	Drive lube level <i>NOTE: Not available until Alpha Gen II (1991)</i>		

1989–1994 4.3L, 5.0L, 5.7L, 350 MAG, 7.4L, 8.2L, and 502 MAG

Models	1989–1994 Carbureted Engines both Stern-drive and Inboard	4.3L	
		5.0L	
		5.7L	
		350 MAG	
		7.4L	
		8.2L	
		502 MAG	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Key on, engine not running. Horn will not sound for 7–14 seconds. Okay to start engine without audio alarm.	Normal test beep (built-in delay in audio warning)	No action Required	No action required
Solid Horn	Engine oil	If possible, stop engine and key off to check fluids and possible cause for engine overheat	Proceed with caution if no issues found. See dealer if problem persists.
	Engine temperature		
	Drive lube level <i>NOTE: Not available until Alpha Gen II (1991), standard on Bravo product</i>		

1995–Current 3.0L Alpha, 4.3L Alpha/Bravo, 350 MAG, 5.0L Alpha/Bravo, 5.7 Alpha/Bravo Carbureted Engines Including TKS

Models	1995–Current Carbureted Engines including TKS	3.0L Alpha	
		4.3L Alpha/Bravo	
		350 MAG	
		5.0L Alpha/Bravo	
		5.7 Alpha/Bravo	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Solid horn on key on, but goes off when oil pressure switch sees 6 PSI on start up.	Normal test horn	No Action Required	No action required
Solid Horn (continues)	Oil pressure	If possible, stop engine and key off to check possible cause for engine overheat and fluid levels in both engine and drive	Proceed with caution. See dealer if no issues found.
	Engine temperature		
	Drive lube level		

1995–Current 5.7L, 7.4L, 8.2L Inboard/Tow Sport Carbureted Engines

Models	1995–Current		5.7L
	Inboard/Tow Sport Carbureted Engines		7.4L
			8.2L
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Solid horn on key on, but goes off when oil pressure switch sees 6 PSI on start up.	Normal test horn	No Action Required	No action required
Solid Horn (continues)	Oil pressure	If possible, stop engine and key off to check possible cause for engine overheat and fluid levels in both engine and drive	Proceed with caution. See dealer if no issues found.
	Engine temperature		
	Transmission temperature		

All MEFI-1 and MEFI-2 V-6 and V-8 Sterndrives and Inboards

*NOTE: MEFI-1 and MEFI-2 ECM wiring harness plugs into both ends of ECM Controller
MEFI-3 Connections face forward towards intake manifold.*

Models	All MEFI-1 and MEFI-2 V-6 and V-8 Sterndrives and Inboards		262 MAG
			4.3 EFI
			5.0 EFI
			5.7 EFI
			350 MAG EFI
			350 MAG MPI
			7.4 TBI
			7.4 MPI
			454 EFI
			454 MPI
			8.2 MPI
			502 EFI
			502 MPI
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Key on, beep for 2 seconds, then off	Normal test horn	No Action Required	No action required
Solid Horn	Oil pressure	If possible, stop engine and key off to check related items.	Possible reduction of power from 2800 RPM to 1200 RPM by ECM disabling 4 fuel injectors. Have a dealer inspect and make corrective repair.
	Engine temperature		
	Drive lube level or transmission temperature on MIE models		

All MEFI-3 V-6 and V-8 Sterndrive and Inboards

*NOTE: MEFI-1 and MEFI-2 ECM wiring harness plugs into both ends of ECM Controller
MEFI-3 Connections face forward towards intake manifold.*

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Models	All MEFI-3 V-6 and V-8 Sterndrive and Inboards	4.3 EFI	
		5.0 EFI	
		5.7 EFI	
		350 MAG MPI	
		6.2 MPI	
		7.4 MPI	
		454 EFI	
		454 MPI	
		502 MPI	
		8.2 MPI	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Key on, beep for 2 seconds, then off	Normal test horn	No Action Required	No action required
Beep alternates on for one second, then off for three seconds with a soft alarm below 3000 RPM and a solid horn above 3000 RPM	Oil pressure	If possible, stop engine and key off to check related items. Scan with CDS.	Possible reduction of power, dependent on alarm. Have a dealer inspect and make corrective repair.
	Engine temperature		
	Drive lube level or transmission temperature on MIE models		
	Sensor fault		
Beep for five seconds, then beep goes off.	Low battery	Increase engine RPM by throttling	If alarm persists have a dealer check the battery and alternator.
	Low fuel pressure (V-6 and V-8 305-305 CID engines)	Check possible cause of low fuel pressure	Have dealer install fuel pressure gauge to check possible fuel pump issue.

All Serial Numbers 0M300000 and Above

Models	All Serial Numbers 0M300000 and Up	4.3 MPI Alpha/Bravo	
		5.0 MPI Alpha Bravo	
		350 MAG MPI Alpha/Bravo	
		6.2 MPI Bravo (ECM 555)	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Two beeps every minute	Sensors	Connect CDS to determine and diagnose the problem	Possible 90% available power (dependent on sensor). See dealer for diagnostics.
	Open-short in circuits		
Intermittent continuous beeps	Drive lube bottle	Check drive lube bottle for oil and possible malfunction with switch	If drive reservoir is full, see dealer for diagnostics.
Continuous horn	Battery voltage	Connect CDS to determine and diagnose the problem	5–90% available power dependent on actual fault. Guardian is active!
	Guardian strategy		
	Over speed		
	ECT overheat		
	ECM memory		
	Multiple CAN Circuit faults		
	Engine oil pressure <i>NOTE: Excludes 6.2 both raw and FWC engines on horn fault.</i>	Stop engine immediately, check the oil level	Run engine only in emergency. Forced idle RPM only

All Serial Numbers 0M000000 and Above

Models	All Serial Numbers 0M000000 and Up	496 MAG BRAVO	
		496 MAG HO BRAVO (PCM 555)	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Two beeps every minute	Sensors	Connect CDS to determine and diagnose the problem	Possible 90% available power (dependent on sensor). See dealer for diagnostics.
	Open-short in circuits		
Intermittent continuous beeps	Drive lube bottle	Check drive lube bottle for oil and possible malfunction with switch	If drive reservoir is full, see dealer for diagnostics.
Continuous horn	Battery voltage	Connect CDS to determine and diagnose the problem	5–90% available power dependent on actual fault. Guardian is active!
	Guardian strategy		
	Over speed		
	ECT overheat		
	ECM memory		
	Multiple CAN Circuit faults		
	EMCT overheat		
	Engine oil pressure	Stop engine immediately, check the oil level	Run engine only in emergency. Forced idle RPM only

All Serial Numbers 0M310000 and Above

Models	All Serial Numbers 0M310000 and Up	350 MAG MPI MIE	
		6.2 MPI Tow Sports/Inboards (ECM 555)	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Two beeps every minute	Sensors	Connect CDS to determine and diagnose the problem	Possible 90% available power (dependent on sensor). See dealer for diagnostics.
	Open-short in circuits		
Intermittent continuous beeps	Transmission overheat	Stop engine and check transmission fluid level. Look for a possible restriction in the cooler.	No power loss. If fluid level is acceptable, have the dealer inspect cooler/transmission switch. If transmission has overheated, perform a transmission flush and replace fluid.
Continuous horn	Battery voltage	Connect CDS to determine and diagnose the problem	5–90% available power dependent on actual fault. Guardian is active!
	Guardian strategy		
	Over speed		
	ECT overheat		
	ECM memory		
	Multiple CAN Circuit faults		
	EMCT overheat		
Engine oil pressure <i>NOTE: Excludes 6.2 both raw and FWC engines on horn fault.</i>	Stop engine immediately, check the oil level	Run engine only in emergency. Forced idle RPM only	

All Serial Numbers 0M000000 and Above

Models	All Serial Numbers 0M000000 and Up	8.1S Horizon	
		8.1S HO Inboard (PCM 555)	
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Two beeps every minute	Sensors	Connect CDS to determine and diagnose the problem	Possible 90% available power (dependent on sensor). See dealer for diagnostics.
	Open-short in circuits		
Intermittent continuous beeps	Transmission overheat	Stop engine and check transmission fluid level. Look for a possible restriction in the cooler.	No power loss. If fluid level is acceptable, have the dealer inspect cooler/transmission switch. If transmission has overheated, perform a transmission flush and replace fluid.
Continuous horn	Battery voltage	Connect CDS to determine and diagnose the problem	5–90% available power dependent on actual fault. Guardian is active!
	Guardian strategy		
	Over speed		
	ECT overheat		
	ECM memory		
	Multiple CAN Circuit faults		
	Engine oil pressure	Stop engine immediately, check the oil level	Run engine only in emergency. Forced idle RPM only

MX 6.2 Black Scorpion and 350 MAG Black Scorpion (ECM 555)

Models	MX 6.2 Black Scorpion		
	Black Scorpion (ECM 555)		
	350 MAG		
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Two beeps every minute	Sensors	Connect CDS to determine and diagnose the problem	Possible 90% available power (dependent on sensor). See dealer for diagnostics.
	Open-short in circuits		
Intermittent continuous beeps	Transmission overheat	Stop engine and check transmission fluid level. Look for a possible restriction in the cooler.	No power loss. If fluid level is acceptable, have the dealer inspect cooler/transmission switch. If transmission has overheated, perform a transmission flush and replace fluid.
Continuous horn	Battery voltage	Connect CDS to determine and diagnose the problem	5-90% available power dependent on actual fault. Guardian is active!
	Guardian strategy		
	Over speed		
	ECT overheat		
	ECM memory		
	Multiple CAN Circuit faults		
	EMCT overheat		
	Engine oil pressure <i>NOTE: Excludes 6.2 both raw and FWC engines on horn fault.</i>	Stop engine immediately, check the oil level	Run engine only in emergency. Forced idle RPM only

100 Vazer

Models	100 Vazer		
Horn Output	Possible Cause	Corrective Action	Engine Usage Available For Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Six beeps at 3/4 seconds apart then stops until next key off/on cycle unless another caution arises while key power is still on.	Sensor(s) out of range	Connect CDS to determine and diagnose the problem	Potential Guardian Power limit
	Circuit open or short, drive lube bottle or circuit		
Six second continuous horn (not active again until next key off/on cycle, unless another critical issue occurs while key power is still on)	Battery power	Connect CDS to determine and diagnose the problem	5-90% available power dependent on actual fault. Guardian is active!
	Oil pressure		
	ECT overheat		
	Crank sensor		
	ECM check sum fault		

All Digital Throttle and Shift (DTS) Sterndrive and Inboard Engines

Models	All Digital Throttle and Shift (DTS) Sterndrive and Inboard Engines		
Horn Output	Possible Cause	Corrective Action	Engine Usage Available for Consumer
Single beep at start up	Normal test horn	No Action Required	No action required
Two beeps every minute	Sensors	Connect CDS to determine and diagnose the problem	Possible 90% available power (dependent on sensor). See dealer for diagnostics
	Open-short in circuits		
Intermittent continuous beeps	Transmission overheat	Stop engine to check fluid level	No power loss. If fluid level is okay, have dealer inspect cooler/transmission temperature switch. If transmission has over heated flush and replace fluid.
	Drive Lube bottle		
Continuous horn	Battery voltage	Connect CDS to determine and diagnose problem	5-90% available power dependent on actual fault. Guardian is active!
	Guardian strategy		
	Over speed		
	ECT overheat		
	ECM memory		
	Multiple CAN circuit faults		
	EMCT overheat		
	DTS Sensor Failure	5% Available Power	
Engine oil pressure	Stop engine immediately, check oil level.	Run engine only in emergency! Forced idle RPM only.	